

Off-Street Parking Code - Revisions and Rationale

Code Section	Title	Proposed Change	Rationale
ARTICLE II. 63.200. PARKING REQUIREMENTS			
Sec. 63.201	Off-street parking	Wordsmithing; Remove reduced parking provision for TN3 districts	Clarify wording; Reductions for TN3 parking were put in place to better represent parking demand in urban settings than our current code requirements. Since we are proposing to realign our citywide parking requirements in this way, additional reductions in TN3 zones are no longer needed.
Sec. 63.202	Site plan required	Add language to reinforce the desire to bring sites into compliance with the zoning code	When site plan review is triggered due to an off-street parking facility change, sites should not become less compliant with the parking code
Sec. 63.203.	Multi-tenant buildings and shared spaces	Shared space areas such as restrooms, elevators, etc. in multi-tenant buildings will be divided in proportion to the main uses in the building and included in their gross floor area for parking calculation purposes.	This change makes the treatment of these spaces consistent with current requirements for single-tenant buildings, which must include these types of areas in gross floor area calculations for parking purposes.
Sec. 63.204.	Change in use within a structure	Eliminate Rule of 5. Wordsmithing.	The proposed code revisions with consolidated requirements for similar uses will facilitate space reuse on older retail streets in St. Paul. The Rule in 5 was in place for the same purpose and is no longer needed. Subsections b, c, and d have been reworded into a single, clearer statement.
Sec. 63.205.	Change in use of parking areas	Wordsmithing	Clarify wording.
Sec. 63.206(c)	Rules for computing required parking	Remove "or an entertainment" in sections 2 and 3.	Wordsmithing -- an entertainment license cannot be issues without a liquor license so the words "or an entertainment" [license] are redundant.
Sec. 63.206(d)	Rules for computing required parking	Deleted section that allows shared parking.	This language is redundant with the Shared Parking section and not needed.
Sec. 63.206(e)	Rules for computing required parking	Subsection e on accessible parking spaces moved to its own section 63.214.	Subsection moved as it is unrelated to rules for parking calculation.
Sec. 63.206(f)	Rules for computing required parking	Subsection f on use of required parking facilities moved to its own section 63.215.	Subsection moved as it is unrelated to rules for parking calculation.
Sec. 63.206 (d) and (g)	Rules for computing required parking, Shared Parking	Subsection g on Shared parking renumbered Subsection d. Entire section is replaced by new shared parking provisions that are the same as Minneapolis.	New shared parking provisions and calculations are based on current best practices in the United States and are the same as Minneapolis. They are easier to implement than our current standards and allow more opportunities for shared parking, which the City wants to encourage for more efficient use of land.
Sec. 63.207(a)	Parking requirements by use, Off-street Parking Minimum	<i>Described in attached spreadsheet: "Parking Requirements by Use - Revisions and Rationale"</i>	<i>Described in attached spreadsheet: "Parking Requirements by Use - Revisions and Rationale"</i>
Sec. 63.207(b)	Parking requirements by use, Off-street Parking Reductions	New language identifying conditions under which minimum parking may be reduced and referencing those code sections.	Summarizes and references in one location sections of the code that provide incentives to reduce parking; sections which might not otherwise be easily located.

Off-Street Parking Code - Revisions and Rationale

Code Section	Title	Proposed Change	Rationale
Sec. 63.207(c)	Parking requirements by use, Off-street parking maximum	Sets Citywide parking maximums for surface parking lots greater than 15 spaces at 300% of minimum for food establishments and 170% of minimum for all other uses. Parking spaces above the maximum - these additional spaces are allowed if the parking is structured OR if approved by CUP based on demonstrated need for the extra spaces.	Discourage parking lots that oversupply parking which is rarely used. Unused parking is an inefficient use of land, is unattractive, and has negative environmental impacts. The new Saint Paul Comprehensive Plan includes policies in various chapters that direct code changes to reduce the amount of unused surface parking in the City. Allow surface parking lots of up to 15 spaces to exceed the maximum because requiring a CUP for a few extra parking spaces is too much of a burden.
Sec. 63.207(d)	Parking requirements by use, Conditions when minimum parking exceeded	For parking facilities requiring a minimum of 10 spaces, when surface parking is provided in excess of 4 above the minimum some stormwater landscaping shall be provided.	Discourage parking lots that oversupply parking which is rarely used. Unused parking is an inefficient use of land, is unattractive, and has negative environmental impacts. The new Saint Paul Comprehensive Plan includes policies in various chapters that direct code changes to reduce the amount of unused surface parking in the City.
Sec. 63.208	Parking requirements for other uses	Wordsmithing	Clarify wording to be consistent with section 61.106, "similar use determination."
Sec. 63.209	Legal nonconforming parking deficiency	Wordsmithing	Clarify wording.
Sec. 63.210	Bicycle parking	Increase requirements, incentives, and design guidelines for bicycle parking.	To increase the provision of bicycle parking associated with new development.
Sec. 63.211	Shared vehicle parking	Allow the provision of a shared vehicle and space to reduce your overall parking requirement.	A shared vehicle available for public use reduces the demand for multiple single-occupancy vehicles at the same location.
Sec. 63.212	Preferential parking spaces	Allow office, industrial or institutional lots larger than 20 spaces to designate up to the lesser of 5 or 5% of parking spaces for carpool, shared, or alternative fuel vehicles and place those spots in preferential locations.	Reward drivers who make a vehicle trip in a manner that reduces pollution by using alternatives to standard emission, single occupancy vehicles. Provision and signage of preferential parking spaces is a LEED design option. However, <i>allow</i> instead of <i>require</i> it, since appropriateness and enforcement of these spaces will vary from site to site.
Sec. 63.213	Accessible parking spaces	Accessible parking spaces section moved from section 63.206(e). Wordsmithing and addition of special requirement for accessible spaces at medical facilities.	Clarify wording. Add new language to meet ADA Design Standards, which have higher requirements for Medical facilities. (See ADA requirements for new construction http://www.ada.gov/adastd94.pdf).
Sec. 63.214	Use of required parking facilities	Use of required parking facilities section moved from section 63.206(f). Wordsmithing.	Clarify wording.

Off-Street Parking Code - Revisions and Rationale

Code Section	Title	Proposed Change	Rationale
ARTICLE III. 63.300. OFF-STREET PARKING FACILITY STANDARDS AND DESIGN			
Sec. 63.302	Site plan review	Add review of shared parking arrangements and storm water design features, when utilized, to the site plan process.	These items are an important element of site plan design, when they are used.
Sec. 63.303	Parking location, residential	Adds conditions for signage and the location of shared parking associated with residential uses.	Signage and location parameters for shared parking improve the visibility and utilization of these facilities.
Sec. 63.304(b)	Parking location, nonresidential	VP parking allowed within a more restrictive zoning district if the associated principal use is also allowed in that zone.	This change codifies an interpretation from the planning administrator in 1991 which said that accessory parking for a principal use located in another zoning district is allowed providing that use is also allowed in the zone where the parking is located.
Sec. 63.304(c)	Parking location, nonresidential	Adds conditions for signage and the location of shared parking associated with nonresidential uses.	Signage and location parameters for shared parking improve the visibility and utilization of these facilities.
Sec. 63.305	Minimum layout dimensions	Allow to required length of a parking space to include up to two (2) feet of landscaped overhang for vehicles. Replace old parking space graphic with new, clearer one.	Stormwater landscape features such as depressed planting beds which capture rainwater can have a vehicle overhang them with no conflict. Allowing an overhang increases the amount of parking lot area that can be used for stormwater treatment and encourages the use of such features.
Sec. 63.307	Accessible parking spaces and passenger loading zones	Wordsmithing	Clarify wording.
Sec. 63.308	Maneuvering Lanes	Driveways for one- and two-family dwellings shall be a minimum of eight (8) feet in width. Added language to allow access to small parking facilities via an alley.	This was adopted as policy by the zoning administrator in 2006 and should be included in the code. Wording to allow access for properties with small parking lots sharing an alley with residential uses added per concerns raised during public review and feedback from DSI.
Sec. 63.310	Entrances and exits	Minimize curb cuts and use shared curb cuts as possible. Added language to allow access to small parking facilities via an alley. Add provision to keep driveways 5 feet from trees.	This was adopted as policy by the zoning administrator in 2006 and should be included in the code. Wording to allow access for properties with small parking lots sharing an alley with residential uses added per concerns raised during public review and feedback from DSI. 5 foot tree/driveway distance is safer for drivers and healthier for trees.
Sec. 63.311	Wheel stops	Wordsmithing and cite allowance for two foot vehicle overhang per Sec. 63.305, but do not include earth berms as an allowable wheel stop.	Clarify wording. Earth berms are susceptible to damage from cars when used as wheel stops.
Sec. 63.314	Landscaping	Wordsmithing and adding titles and new sections (see below)	Clarify wording and break previous single paragraph into subsections with appropriate titles.
Sec. 63.314(c)	Landscaping, Interior	Increase amount of site landscaping placed in interior areas from 10% to 15% for medium-large parking lots.	Clarify wording. Placing more of a site's landscaping in the interior of the parking lot reduces large expanses of paving and adds visual interest.

Off-Street Parking Code - Revisions and Rationale

Code Section	Title	Proposed Change	Rationale
Sec. 63.314 (d)	Landscaping, Tree plantings	Minimum of one (1) shade tree shall be planted for every five (5) parking spaces, placed within the perimeter and interior landscaping, in planted areas of at least 100 sq ft with minimum dimension of 4 ft. Note that even more planting space is better.	Provision of shade trees provides visual interest and shades part of the lot from solar heating, thereby reducing urban heat island impacts. Reflects administrative practice of requesting about 1 tree per 35 feet lineal feet of paving. City forester recommends soil planting area of at least 500 cubic ft (166 sq ft x 3 ft depth) for adequate tree growth, but this is too ambitious given space constraints, so a more modest 100 sq ft is proposed to be required.
Sec. 63.314 (e)	Landscaping, Interior Walkways	Parking lots greater than 125,000 square feet shall include 4 foot wide internal walkways dividing the parking lot into 55,000 sq ft or smaller segments, to provide movement between buildings, parking, and major streets	Internal walkways in large parking lots make pedestrian movement in the parking lots safer. The proposed code change reflects requirements from the City of Portland and from the Minnesota Pollution Control Agency's model sustainable development ordinance.
Sec. 63.314 (former d)	Landscaping, fast food	Remove special landscaping requirements for fast food uses.	Proposed changes to enhance landscaping in all parking lots are similar to the existing provisions for fast food. A separate requirement for fast food lots is no longer justified.
Sec. 63.315	Maintenance	Maintenance of parking lots shall include maintenance of bicycle parking areas and winter snow removal.	Codifies reasonable expectations for parking area maintenance.
Sec. 63.316	Paving	Allows use of pervious pavement for parking areas and paving of wheel track areas only for residential driveways. For one- to four-family dwellings: limits maximum width of driveways to 12 feet, or up to 4 feet wider than garage within 30 feet of garage door; and limits total amount of paving to 15% of lot area or 1,000 sq ft, whichever is less.	These changes are being proposed as part of the Infill Housing Code revisions. The goal is to reduce excessive paved surface areas on residential lots.
Sec. 63.318	Lighting	Lighting must illuminate bicycle parking areas, in addition to car parking areas.	Bicycle parking should be provided adequate lighting for safety purposes, just as other parking is.
Sec. 63.319 (a) (c)	Stormwater runoff	Defines stormwater runoff control provisions as applying to sites over 1/4 acre in size and adds reference to existing requirements to be followed, for these sites and sites greater than one (1) acre.	Clarify and reference existing stormwater runoff control requirements, since these provisions are in other code chapters and may not otherwise be easily located.
Sec. 63.319 (b)	Stormwater runoff, sites that exceed minimum parking	Sites which exceed minimum parking requirements by more than four (4) surface spaces shall provide 30 sq ft of stormwater landscaping per additional parking space. Add conditions under which the stormwater conditions would not apply due to site constraints.	Parking lots create environmental and stormwater runoff impacts that cities are working to better manage. New regulations on Saint Paul and other cities require citywide reduction of untreated, stormwater runoff volumes. It is reasonable to require development to mitigate the stormwater runoff impacts of additional parking created above the minimum. Regulations based on technical feasibility of stormwater management solutions.

Off-Street Parking Code - Revisions and Rationale

Code Section	Title	Proposed Change	Rationale
ARTICLE II. 60.200. GENERAL DEFINITIONS			
Section 60.207. F	Floor area, gross	Update definition	Update per revised parking requirements
Section 60.207. F	Floor area, gross leasable	Remove definition	Update per revised parking requirements
Section 60.213. L	Landscaping, stormwater	New definition	Update per revised parking standards and design requirements
Section 60.214. M	Multiuse retail center.	Update definition	Update per revised parking requirements
Section 60.217. P	Parking, structured	New definition	Update per revised parking standards and design requirements
Section 60.217. P	Pervious pavement	New definition	Update per revised parking standards and design requirements
Section 60.219. R	Runoff	New definition	Update per revised parking standards and design requirements
ARTICLE I. 63.100. GENERAL PROVISIONS AND PERFORMANCE STANDARDS			
Section 63.115(a)	Landscaping and plant materials	Incorporated stormwater landscaping	Update per revised parking standards and design requirements
Section 63.122	Travel demand management	Establish a new section for Travel Demand Management that is applicable for all use types with parking facilities over a minimum size. Developments would work with Smart Trips to prepare a TDM plan as well as an annual TDM status report. Security agreement terms similar to those for landscaping.	Transportation Demand Management (TDM) programs are intended to reduce vehicle miles traveled, increase usage of transit, biking and walking, and decrease overall parking demand by supporting measures such as carpooling, offering transit subsidies, furnishing bicycle facilities, and providing shuttle service from off-site parking facilities.
ARTICLE II. 65.100. RESIDENTIAL USES			
Section 65.142	Live-work unit	Removed parking requirement	Parking requirement incorporated in Section 63.207, Parking requirements by use
ARTICLE II. 65.400. COMMERCIAL USES			
Section 65.513	Drive-through sales and services, primary and accessory	Added stacking space requirements	Stacking space requirements moved from Section 63.207, Parking requirements by use
Section 65.615	Restaurant, fast-food	Removed landscaping requirements	Landscaping of fast-food parking facilities covered in Parking Standards and Design requirements
Section 65.707	Car wash	Added stacking space requirements	Stacking space requirements moved from Section 63.207, Parking requirements by use

Off-Street Parking Code - Revisions and Rationale

Code Section	Title	Proposed Change	Rationale
ARTICLE III. 66.300. TRADITIONAL NEIGHBORHOOD DISTRICTS			
Section 66.341	Required conditions in TN1 – TN2 traditional neighborhood districts	Have new parking minimums and maximums citywide apply in TN districts. Retain reduction to 1 space/unit for residential uses near transit streets.	TN1 and TN2 parking minimum and maximum to be modified to be kept on par with current TN parking requirements for a general retail use
Section 66.342	Parking requirements in the TN3 traditional neighborhood district	Have new parking minimums and maximums citywide apply in TN districts. Reduce residential requirement to 1 space/dwelling unit.	TN3 parking minimum and maximum to be modified to be kept on par with current TN parking requirements for a general retail use
ARTICLE IV. 66.400. BUSINESS DISTRICTS			
Section 66.442	Parking requirements in BC business district	Remove unique parking requirements	BC parking requirements to be same as standard parking requirements by use
ARTICLE VII. 66.700. VP VEHICULAR PARKING DISTRICT			
Section 66.704	Required conditions	Wordsmithing.	Clarify wording.
ARTICLE IV. 67.400. WB WHITE BEAR AVENUE OVERLAY DISTRICT			
Section 67.402	WB White Bear Avenue overlay district	Wordsmithing.	Update shared parking references.
ARTICLE VII. 67.700. CC CENTRAL CORRIDOR OVERLAY DISTRICT			
Section 67.707	Parking regulations	Remove parking minimum and update parking maximum to be 140% of the standard parking requirement	Parking minimum and maximum to be modified to be kept on par with current CC parking requirements for a general retail use